

FAMOUS DRIVERS WILL BE AT THE STEERING WHEEL OF MANY OF THE MACHINES

"BLUE BIRD" IS READY
TO REPEAT ITS TRIP

Pathfinders Found Hearty
Welcome Awaiting Them
at Every Step.

When the famous "Blue Bird," Chalmers-Detroit scout car, drew away from The Washington Times building last July 26 to find a route for the Frank A. Munsey reliability contest, it began a course which attracted the attention of the entire automobile world in the East. The pathfinder car had all the qualifications necessary to bring success in its wake—it was a reliable and thoroughly dependable automobile; it was guided by a crew determined to plan out a route which would test the reliability of the machines which were to go over the course later.

Karl Schnorr, the famous driver, was at the wheel, and accompanying him in the car were Thomas S. Rice, George Deatel, and R. E. Taylor.

The send-off accorded them by the automobilists of Washington and by the cheering words of President Taft were still in their ears when they struck the first rough roads of Maryland.

Welcomed By Officials.

When the "Blue Bird" steered its flight into Baltimore its presence in that city soon became known, and the entire automobile world of the town offered it their best wishes. Clubs, individuals, and newspapers wished it good speed in its work, and the city's officialdom, headed by Mayor Mahool, gave it a formal welcome. As a matter of fact, an impromptu reception was held in the offices of J. Barry Mahool, the mayor, and his honor finally completed the welcome by accepting an invitation to take a seat in the "Blue Bird" and was whirled with it some distance upon the way.

After leaving Baltimore's mayor, with his cordial good wishes for their success, the scout took its way to the North, headed over the mountains to Philadelphia by way of York and Lancaster. The roads were found hard going, but the checking stations for oil, gasoline, and luncheon were carefully marked out and preparations made to insure the comfort and convenience of the tourists who would come later. Then on to the Quaker City.

Quakers Cheer Car.

Covered with mud and splashed with rain, the "Blue Bird" entered Philadelphia escorted by a detail of mounted police and flanked by a retinue of welcoming cars. These welcoming cars had journeyed over in the rain and mud to the General Wayne Inn, on the Lancaster pike, and in that historic spot had cheered the scout car as it came speeding in the highway.

Mayor Reburn was represented on the occasion by Assistant Director John B. Sheehan, of the department of public safety, who gave the scouts a hearty welcome in the name of the city. They were escorted to the great plaza of the city hall, where Director Clay and other city officials made the travelers feel at home.

The Quaker City Automobile Club and the Century Motor Club were on hand to extend the courtesies of their organizations to the tourists, who found themselves the center of attention in the automobile world of the Quaker City.

Cheered on by the best elements in Philadelphia's official and automobile life, the "Blue Bird" began her northward trek to Albany and other towns en route for Boston. At every small city and town along the route the occupants of the scout car were made to feel that they were engaged in a work which compelled the admiration of everyone who was interested in the progress of the automobile and good roads.

In Boston Town.

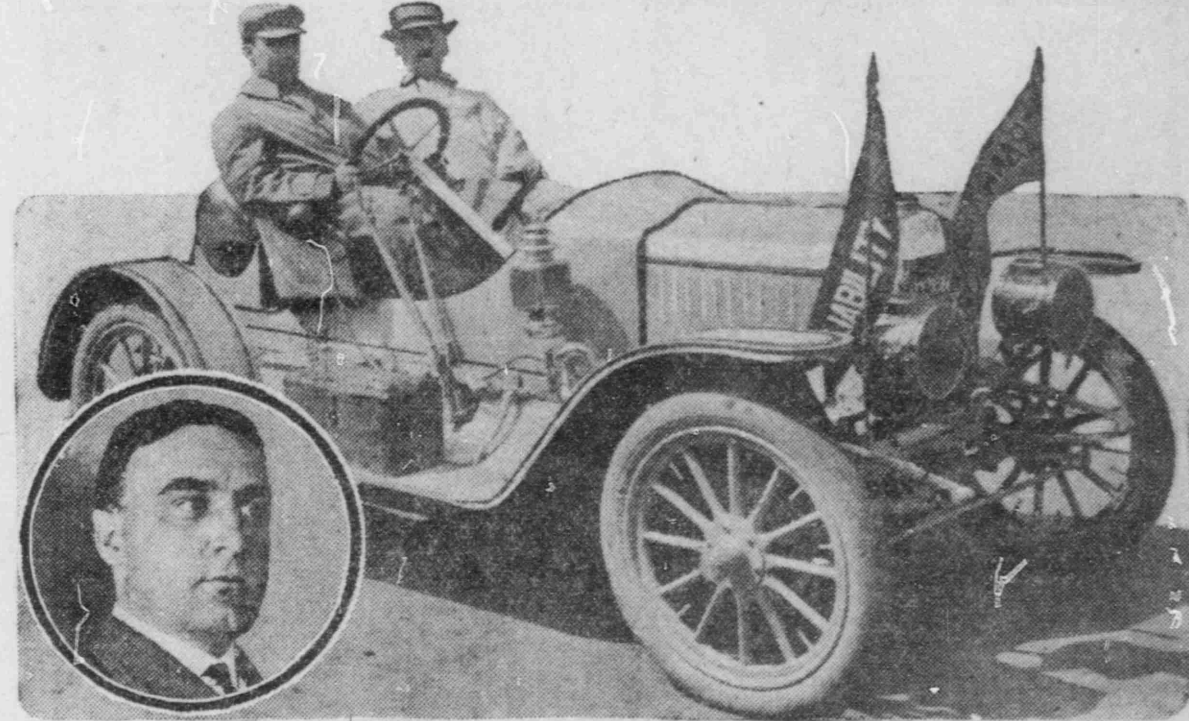
When they entered Boston, the tourists found the same warm welcome which had been given them in every city and hamlet along the route. Their fatigue and the difficulties of the work were forgotten in the warmth of the welcome which they received. The Bay State Auto Club was on hand to welcome the boys in the name of the best elements of the automobile world of the New England city. Lieut. Gov. Louis A. Frothingham, of Massachusetts, gave the pathfinder in the "Blue Bird" a personal welcome and a welcome on behalf of the Commonwealth. They were made to feel as if the little town were all their own by every official and club with whom they came in contact, and they came in contact with the most notable.

The great end of the trip was not forgotten, however, and after a stay in Boston, as pleasant as the New Eng-

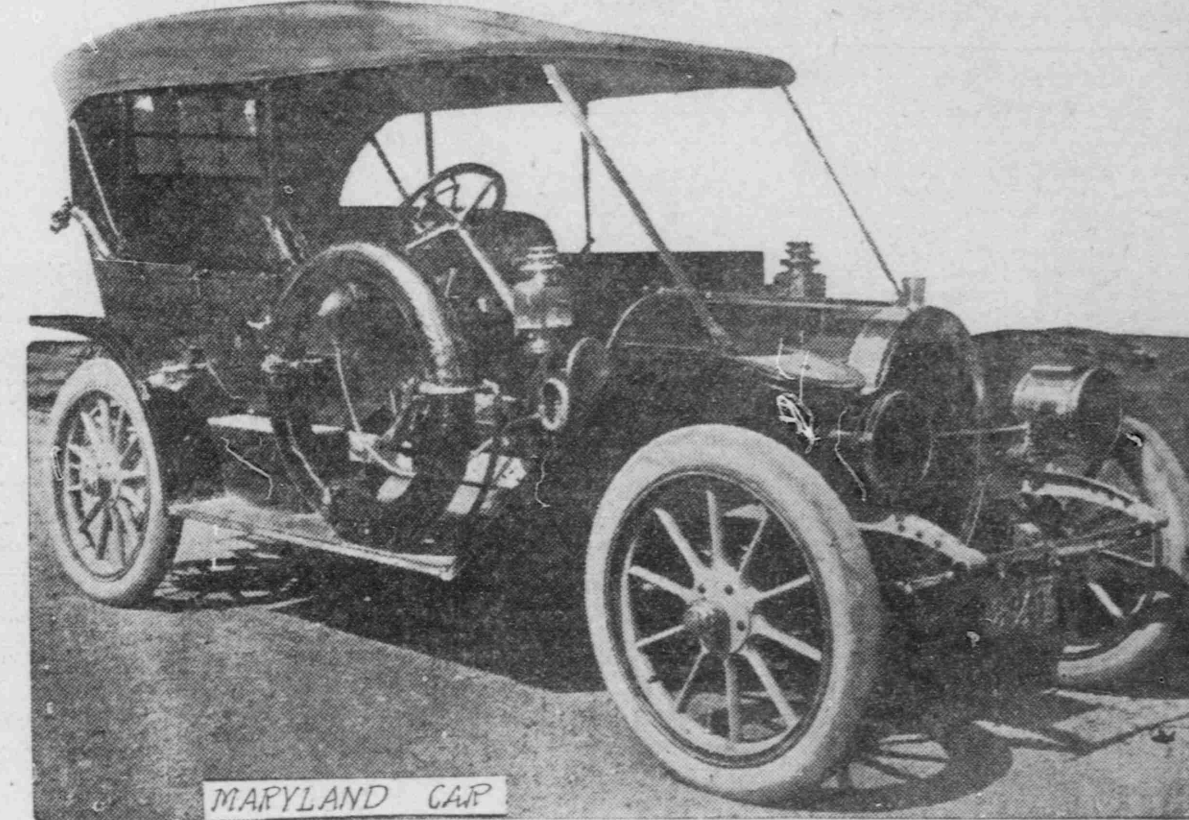


"FORD ROADSTER"

C.E. MILLER DRIVER



MAXWELL CAR - I.C. LAMBERT DRIVER



MARYLAND CAR

Clothing of Fat-Free Vegetable
Fiber Is Best for Human Skin

Undergarments of Wool Do Not Absorb the Perspiration Freely Enough and Enable the Body Surface to Cool as It Should.

New York Reached.

After a series of hard dashes, in which good going and rough stretches were encountered, the party finally found the Great White Way and traveled through the most interesting parts of New York city, accompanied by welcoming tools and blasts from the horns and whistles of welcoming machines which had been waiting for their arrival. New York repeated the welcome of Baltimore, Boston, and Philadelphia. Acting Mayor McGowan, who was then on the job in the absence of Mayor McClellan, was anxious to inspect the "Blue Bird" and after inspecting it decided to ride in it.

Back To the Start.

After this brief stop the pathfinders turned the nose of their machine toward the Quaker City, making their second visit to that historic town and then turning down through Delaware and Pennsylvania to Maryland, where they took the trail for Baltimore. The roads were bad, but the "Blue Bird" made the trip without incident, arriving in the Maryland metropolis and taking her course back to the starting point at the office of The Washington Times.

Loaded with information and satisfied with the arrangements made for the entertainment of the tourists the pathfinders plotted the route over which the contestants in the Munsey reliability contest will start next Thursday.

When the run starts Tuesday morning the "Blue Bird" will be there also, as the Chalmers-Detroit Company has furnished it as a press car. This time Jack Sperry will drive it.

E-M-F Pilot Car

THE work of piloting the Munsey tour has been delegated to a Studebaker E-M-F "20," and if the performance of this sturdy car in blazing the route for the Glidden tour and participating in the tour as pilot car is a criterion, the Munseyites are assured of being well piloted. The E-M-F "20" covered itself with glory in both runs. No car of less than twice the horsepower had ever attempted the Glidden pathfinder task before. Mr. Lewis, official pilot of all Glidden tours in the past, remarked that the E-M-F was the first pilot car that ever went over a Glidden route without having made a repair or replacement from start to finish. In laying the confetti the little E-M-F covered itself with glory. At every corner and cross road the car had to stop, confetti men get out and carefully place the confetti. Two hours' start was given the pilot car each morning, and it was expected to use up that two hours in stops during the

day, and, if possible, get in ahead of the bunch. The car never lost a minute of this two hours any day of the tour, and always arrived 120 minutes ahead of the first contestant. This was really a remarkable performance when it is considered that, as a car selling for \$1,250, the Studebaker E-M-F, it would have been entitled, if it had been sold as a contestant, to sixty minutes' handicap over the \$4,000 cars in the tour. But as confetti car, leading the tour, it had to forego this handicap and "beat it" on the big cars' time for the entire fifteen days.

GEORGE MEINZINGER,

Driver of the Studebaker E-M-F.

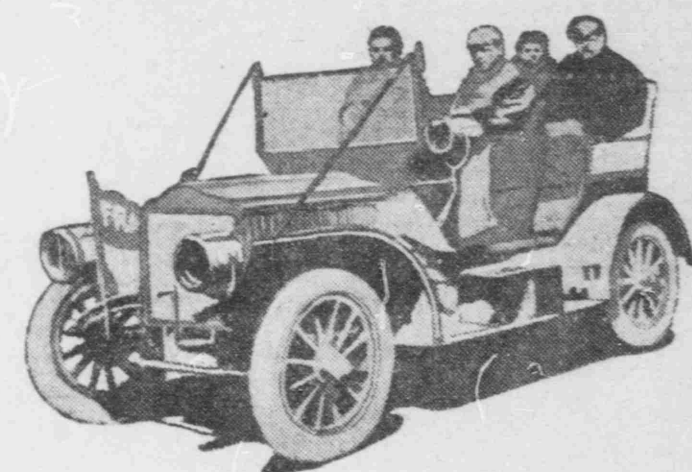
George Meinzing, who will be at the wheel of the Studebaker E-M-F pilot car in the Munsey tour, enjoys the distinction of being one of the best drivers that ever came out of the West. He drove this same make of car when it blazed the route for this year's Glidden and came right back again and led the bunch as pilot.

The Most Wonderful Proof
Of Automobile Reliability Has Been Given By the
MAXWELL

Record of Trips

Number of Trips.	Mileage.
March 18-March 25, 1 to 34, Boston to Worcester	2,949
March 25-March 30, 35 to 58, Boston to Providence	4,901
March 30-April 2, 57 to 67, Boston to Newburyport	5,970
April 2-April 3, 68 to 70, Boston to Nashua	6,279
April 3-April 12, 71 to 156, Boston to South Framingham and Marlboro	10,734

Crossing the 10,000-mile Mark in Front of Woodland Park Hotel, Auburndale, Mr. Chas. J. Glidden as Observer.



The World's Record

ON MARCH 18 at 10 a. m. a Maxwell four-cylinder, thirty-horsepower touring car taken from stock was started in Boston, under supervision of official observers appointed by the Bay State Automobile Association. The same car was stopped by President Speare of the A. A. A. at 4:21 p. m., April 12, after it had been running 506 hours and 21 minutes and covered 10,734 miles of average New England roads without a single motor stop.

A WONDERFUL PERFORMANCE, you say. So it is. Yet it is no more wonderful than the performance of every Maxwell car in the hands of the average user. DOES. The first world's non-stop record was made by a Maxwell years ago, so was the latest. No car has ever done as much, or is likely to.

THIS MARVELOUS EXAMPLE OF RELIABILITY is possible to every Maxwell because of J. D. Maxwell's principles of automobile construction, which were brought into use by him in 1903, have remained practically unchanged since, and are imitated by a host of manufacturers; because five big plants and the best talent of this country are devoted to making the Maxwell THE BEST and the MOST THAT CAN BE EXPECTED in an automobile.

ON JUNE 9 Mrs. J. R. Ramsey, of Hackensack, N. J., and three women companions started from New York in a Maxwell, a duplicate of which is shown in the illustration at the left. After a troubleless run of 35 days they arrived in San Francisco, having covered 3,500 miles—and no mishap of any kind. That's the kind of reliability you buy in a Maxwell.

1910 MODELS

4 Cyl. 30 H.P. Touring Car	\$1,500
4 Cyl. 30 H.P. Roadster	\$1,500
4 Cyl. 22 H.P. Touring Car	\$1,000
4 Cyl. 22 H.P. Roadster	\$850
4 Cyl. 22 H.P. Runabout	\$850
2 Cyl. 10 H.P. Runabout	\$550

Hotel Somerset

Commercial Street
Boston, Mass.

April 14th 1909.

Mr. J. D. Maxwell,

Maxwell-Brisson Motor Co.,

121 Massachusetts Ave., Boston, Mass.

Dear Sir:

I want to thank you for the honor of riding in your famous car on the last trip that completed the remarkable run of 10,000 miles without stopping the engine. The car ran as smoothly as the ball bearings in the air and the performance adds another laurel to your many excellent achievements. You, the drivers and the manufacturers are to be congratulated upon this great and successful demonstration which I believe is a world's record.

Again thanking you for your courtesy,

I am very truly yours,

Chas. J. Glidden

100 Per Cent
of
Satisfied
Customers

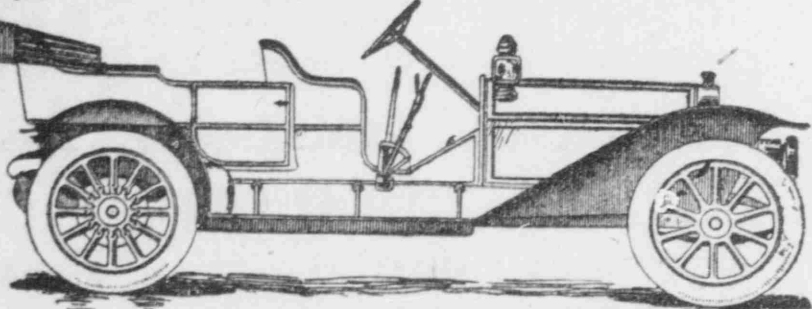
Matheson

Licensed
under
Selden
Patent

1910 SIX-CYLINDER \$3,000

Equipped with choice of top, tonneau, touring, runabout, tourabout or close-coupled bodies.

GUARANTEED to be swifter, more comfortable, more economical in fuel consumption and tire wear, and to possess more thoroughly mechanical and approved modern features of design than any other six-cylinder car on the market, European or American, at any price.



COMPARE THESE SPECIFICATIONS WITH ALL OTHERS—50 horsepower, 46x5 bore and stroke, high-tension Bosch magneto with self starter and battery reserve. Multiple disc clutch. Selective transmission. Shaft drive. Drop frame. Full floating rear axle. 12 1/2 inch wheel base. 35 1/2 inch wheels front and rear. Pressed steel body, luxuriously upholstered. Full equipment of 5 lamps, Prest-O-Lite tank, horn, foot rest, coil, baggage rack, tire carriers, tool kit and spare parts.

Any car, regardless of make or price, that can endure a continuous, strenuous journey of 75 miles, mostly over mountainous roads, under the severest penalty contest restrictions, without a single repair or adjustment of any kind, must be a good car, one that can be bought and used with confidence—such was the performance of two Matheson 1910 Six-Cylinder cars in the recent contest from Binghamton, N. Y., to Boston, Mass., and return—both finished with PERFECT SCORES. The Matheson Six also broke all previous stock car records of four years on Giant's Despair Mountain, Wilkes-Barre, Pa., in the National Hill Climbing Contest last May. Winner in its class in the mile straightaway event at Lowell, Mass., last Tuesday. Demonstrations by Appointment.

Immediate Delivery

POPE AUTO COMPANY Washington, D. C.

Thomas & Tolman, 1828 L Street N. W.